

HAMILTON

SPOKANE RIVER

SOUTH RIVERTON

MARSHALL

ERMINA

BALDWIN

INDIANA

NORA

AUGUSTA

LACEY

NELSON

MISSION

SINTO

SHARP

BOONE

REGAL

FISKE

BOONE

HAVEN

GREENE

S.C.C.

TRENT

TRENT  
INTERCHANGE

BROADWAY

SPRINGFIELD

FREYA

ALKI

OLIVE

FERRY

FRONT

MAIN

HAVANA

INTERSTATE  
FAIRGROUNDS

ALTAMONT

MAIN

RIVERSIDE

1ST

PACIFIC

LIBERTY PARK  
INTERCHANGE

PERRY

HOGAN

HELENA

MADEIRA

PITTSBURG

SPRAGUE

1ST

PACIFIC

2ND

2ND

3RD



FANCHER



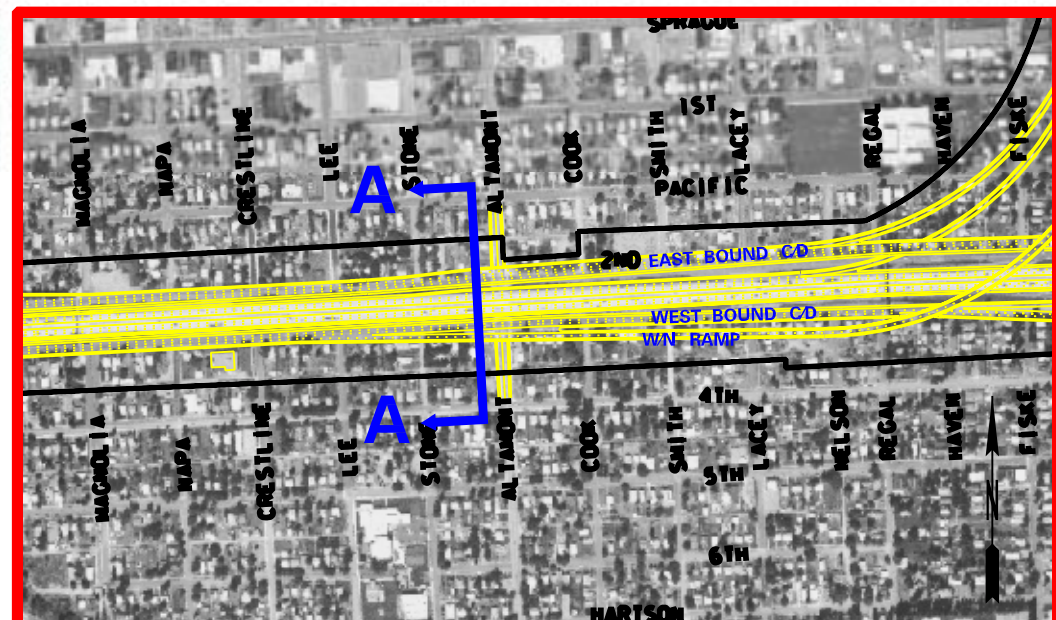
SPRAGUE  
INTERCHANGE

# I-90 COLLECTOR DISTRIBUTOR NORTH SPOKANE CORRIDOR

1997 (FEIS) FINAL ENVIRONMENTAL IMPACT STATEMENT ALTERNATIVE

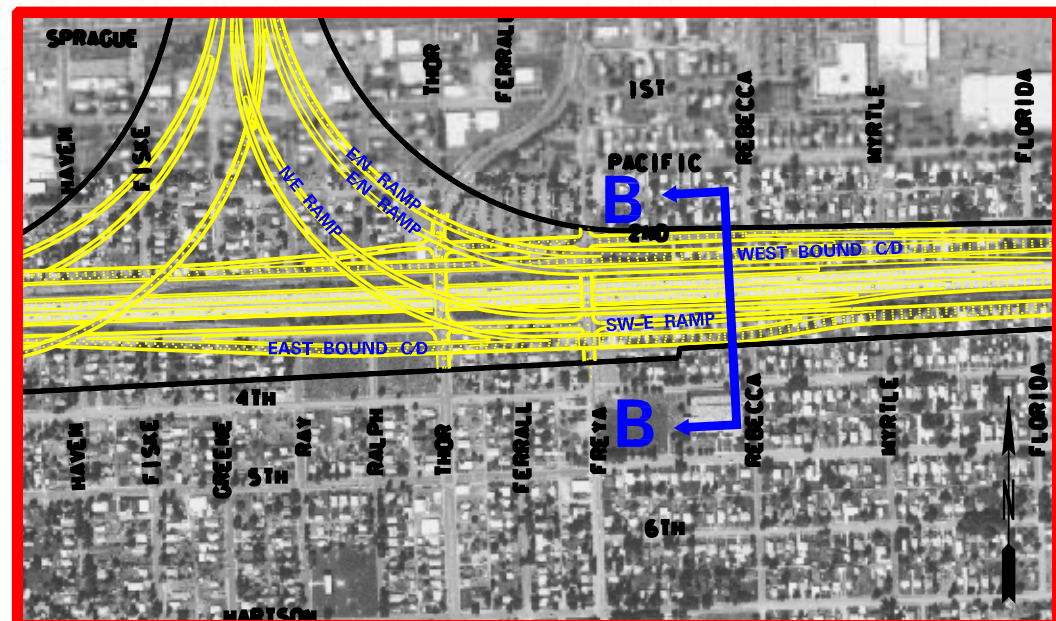
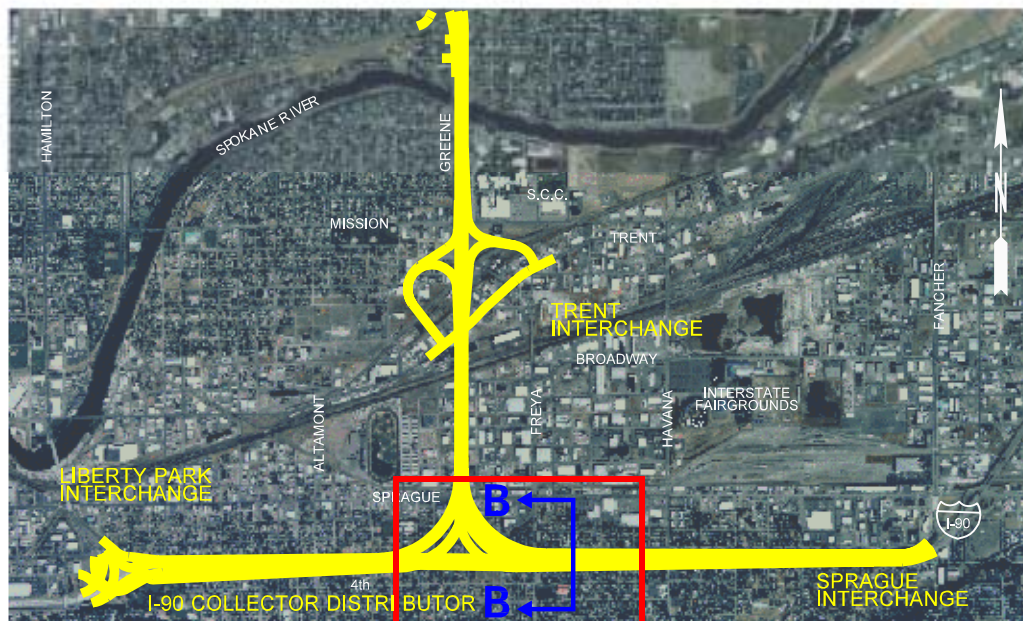
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SUBJECT TO  
REVISION  
09-25-01



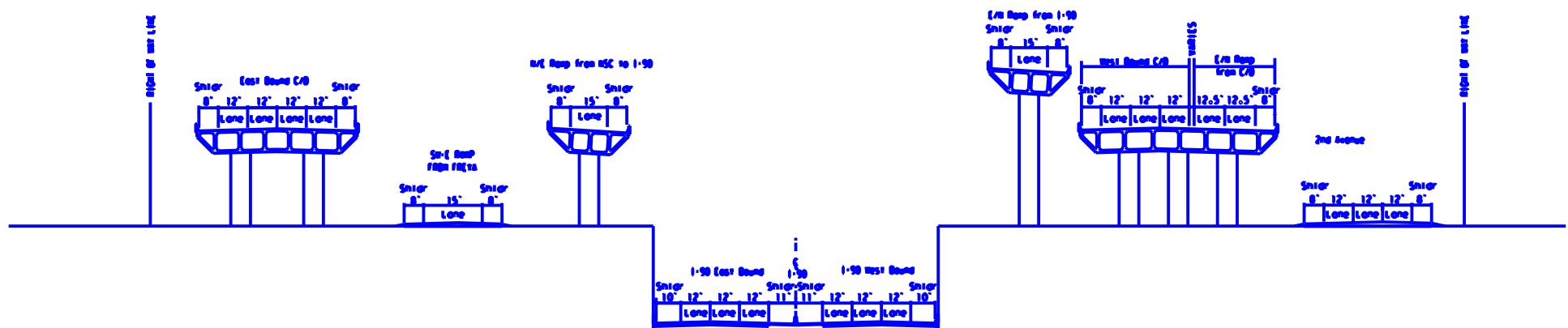
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# NORTH SPOKANE CORRIDOR

PRELIMINARY  
SUBJECT TO  
REVISION  
11-29-2K

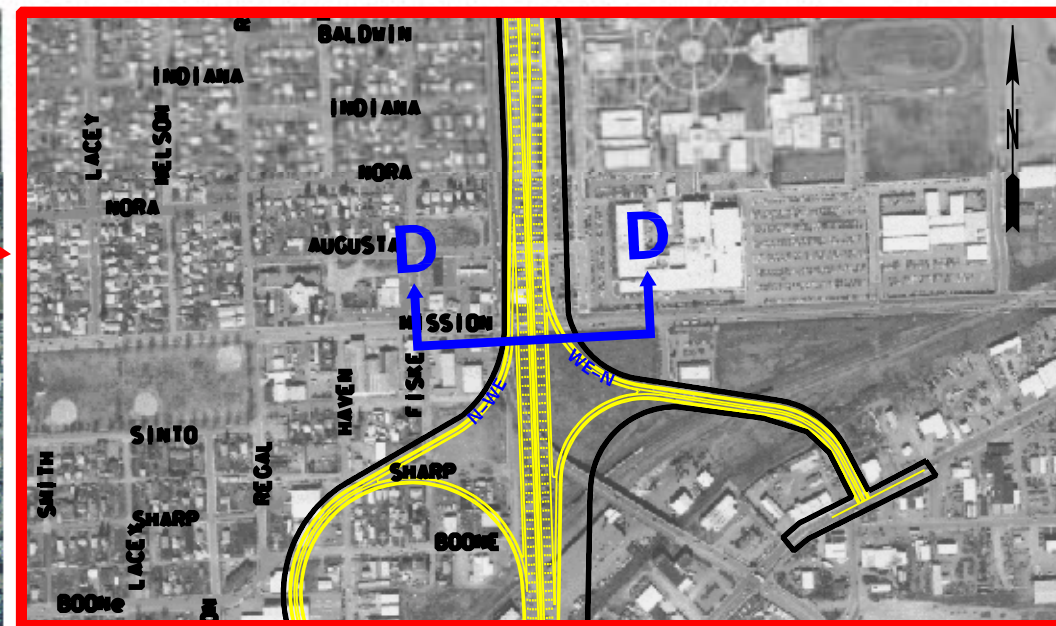
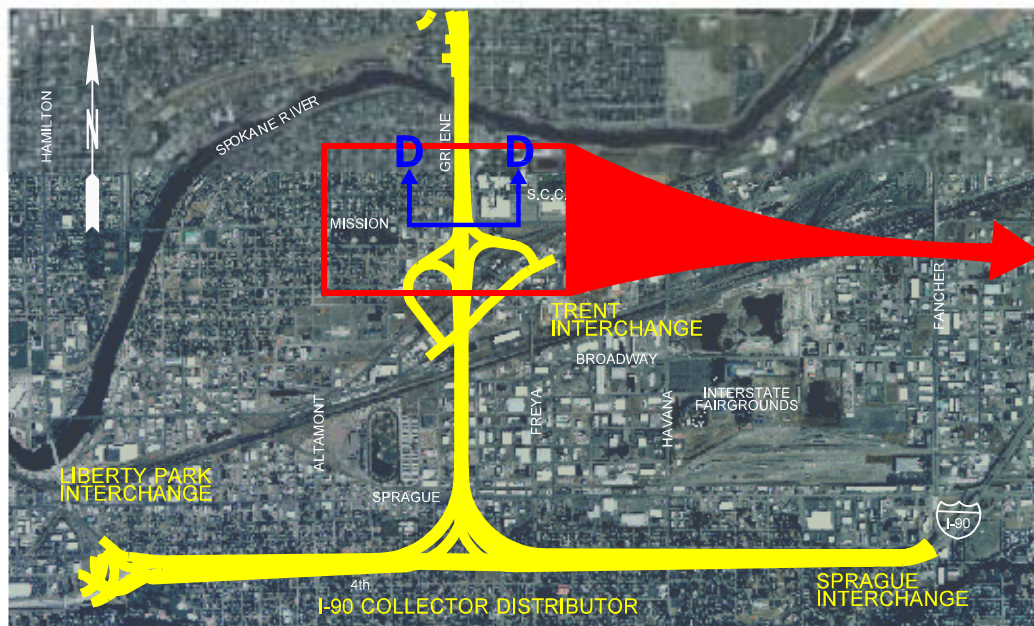


*Section B-B  
I-90 looking West Towards Downtown at Vicinity of Freya Street*

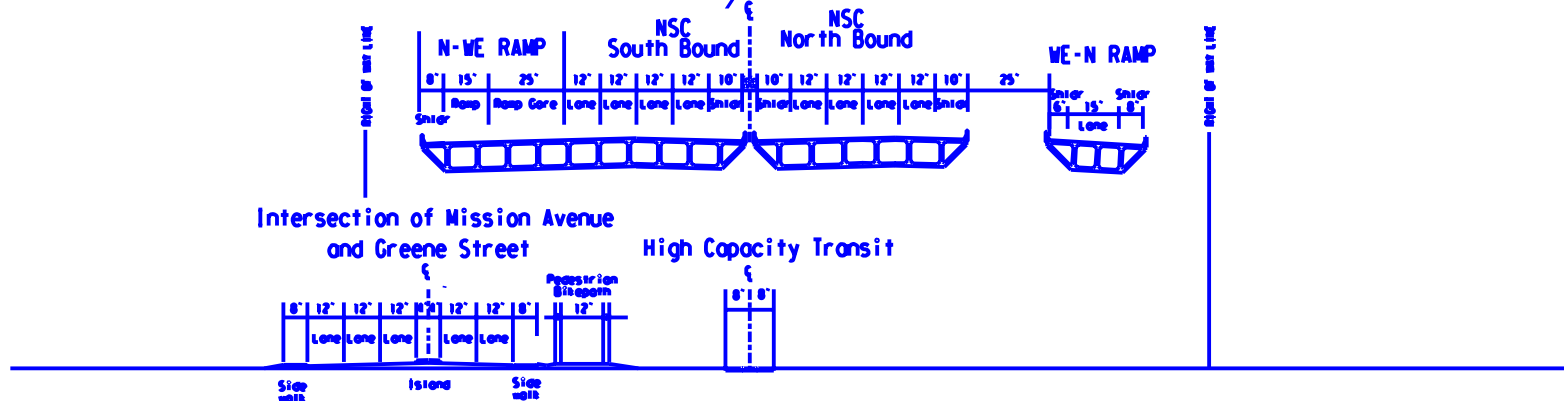


# NORTH SPOKANE CORRIDOR

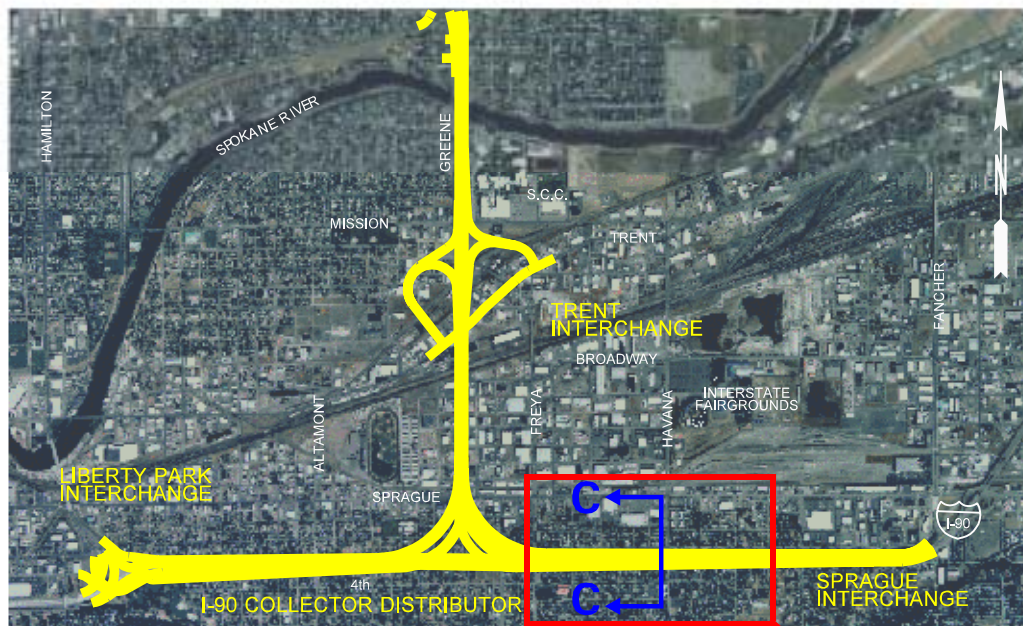




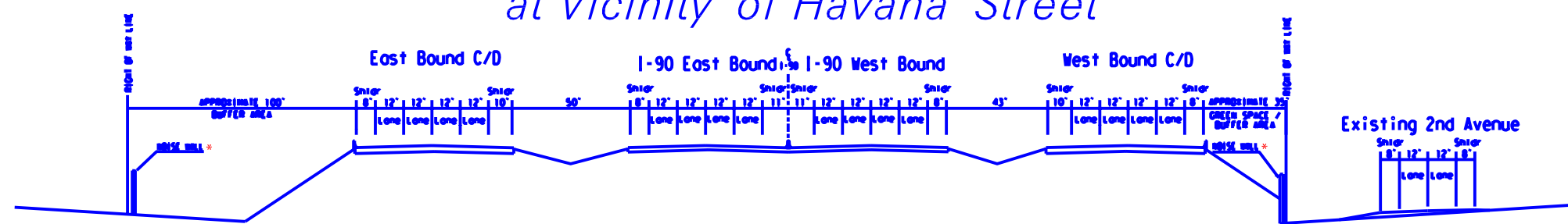
## Section D-D NSC looking North Towards Spokane River at the Vicinity of Mission Avenue



# NORTH SPOKANE CORRIDOR



*Section C-C  
I-90 looking West Towards Downtown  
at Vicinity of Havana Street*



\* FUTURE NOISE WALL HEIGHT AND LOCATION TO BE DETERMINED UPON COMPLETION OF THE DESIGN

# NORTH SPOKANE CORRIDOR



# US 395 North Spokane Corridor Project

## 1997 Final Environmental Impact Statement

### Preferred Alternative Model





# Real Estate Acquisition Summary

Engineering creates the right of way plan sheets that show the areas needed to build the highway project. Real Estate Services is charged with the responsibility to acquire the needed property and assure the acquisitions are accomplished within the law. Eminent domain laws require the government to pay just compensation for the property needed for public uses. The steps in the acquisition process are as follows:

- ◆ Real estate appraisers will determine the market value of the property. The appraiser will:
  - *Contact you for a joint inspection.*
  - *Research sales of similar property in the market area.*
  - *Value the property before and after the project.*
  - *Determine the damages, cost to cure items, or special benefits (increase in value due to the project).*
  - *Some parcels with minor acquisitions will be valued administratively using the appraiser's sales research. You have the right to request an appraisal on this administrative value.*
- ◆ A review appraiser checks the appraiser's work and issues a 'Determination of Value' which is the just compensation that will be offered to you.
- ◆ A negotiation agent will contact you with the offer to purchase. You will be informed whether an appraisal or an administrative value is being used. The negotiator will:
  - *Explain the project and its impacts to your property.*
  - *Explain your rights under the Eminent Domain laws.*
  - *Listen to your concerns and, if necessary, convey them to engineering or appraisal for review.*
  - *Discuss the acquisition with your professional advisors (appraisers, real estate agents, lawyers, etc.).*
  - *Provide all the documents necessary to acquire the property for the project.*
  - *Submit the signed documents to headquarters for payment processing.*
  - *Payments are processed within 45 days of signature.*
  - *If the negotiator is unable to reach an agreement with you, we refer the acquisition to the Attorney General to begin condemnation proceedings. Condemnation is a legal action to acquire the property needed for the project after negotiations have been unsuccessful.*
- ◆ If a residence or business is acquired by the state, you or your tenant may be entitled to relocation benefits. A relocation agent will:
  - *Explain the relocation benefits available to you under eminent domain laws.*
  - *Assist you in locating replacement housing.*
  - *Assist you in the move of your personal property.*
  - *Assist your business in re-establishing at their new location.*
  - *Assist tenants in locating replacement housing.*

Three brochures, **Transportation Property Needs and You**, **Residential Relocation Assistance Program**, and **Business Relocation Assistance Program** are published by the Department of Transportation. These booklets provide more detail into the acquisition and relocation processes. You may request a copy by contacting:

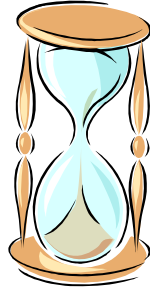
Washington State Department of Transportation  
Eastern Region Real Estate Services  
2714 North Mayfair Street  
Spokane WA 99207  
(509) 324-6286



# Benefits of the North Spokane Corridor

## Safety

The North Spokane Corridor is estimated to save approximately \$22 million per year in societal costs from accident reduction.



## Travel Time

The savings in travel time is estimated to be 2 million hours, equating to \$28 million annually.

## Pedestrian/Bicycle Trail

Starting at the Spokane River, this commuter trail is approximately 8 miles long with connections to the Centennial Trail, SCC, and multiple access points.



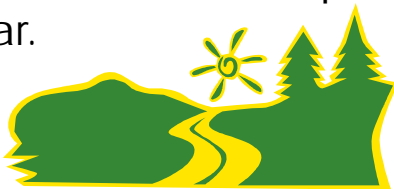
## Gas Savings

The North Spokane Corridor is estimated to save approximately 1.7 million gallons of gasoline annually.



## Air Quality

The North Spokane Corridor is estimated to reduce regional emissions by 2.4 million pounds of carbon monoxide per year.



## Employment

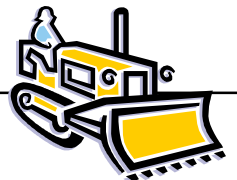
Based on Federal Highway Administration research, each million dollars spent on highway construction supports 42 jobs across the nation, of which 25 jobs would be supported within Washington State. Therefore, assuming a funding stream of \$30 million per year in construction spending, the project could support 1250 jobs nationwide including 750 jobs within Washington State.





## Project Development Process

OVERALL CORRIDOR	SPOKANE RIVER TO WANDERMERE	INTERSTATE 90 TO SPOKANE RIVER		
1991-1997	1998-2001	1999-2001	2000-2002	2000-2003
Final Environmental Impact Statement (FEIS)	Supplemental EIS, Limited Access Plans, Property Purchase and Construction	Preliminary Design	Environmental Re-evaluation	Design/Access Plan
<ul style="list-style-type: none"> <li>Interdisciplinary Team (IDT) was Appointed in February 1991 to Help Direct Design and Environmental Studies</li> <li>Draft EIS Process <i>Open House – July 1991</i> <i>Open House – October 1992</i> <i>Formal Public Hearing – September 1995</i></li> <li>Final Environmental Impact Statement (FEIS) <i>Approved – April 1997</i></li> <li>Record of Decision <i>Approved – November 1997</i></li> </ul>	<ul style="list-style-type: none"> <li>Began Preliminary Design <i>Summer 1998</i></li> <li>Combined Design/Supplemental Environmental and Limited Access Hearing, <i>Held – June 29, 2000</i></li> <li>Final Supplemental EIS <i>Approved – September 2000</i></li> <li>Limited Access Plans <i>Approved – October 2000</i></li> <li>Funds Authorized for Property Purchase for First Project (Hawthorne Road to US 2 Vicinity) – <i>May 2000</i></li> <li>Develop Contract Plans for First Project – <i>Fall 2000/Spring 2001</i></li> <li>Anticipated Property Purchases complete within limits of first project – <i>Summer 2001</i></li> <li>Construction Begins on First Project (Hawthorne Road to US 2 Vicinity) – <i>Fall 2001, (Depending Upon Available Funding)</i></li> </ul>	<ul style="list-style-type: none"> <li>Began Preliminary Design <i>Summer 2000</i></li> <li>Establish Design Advisory Group, of City, County, State and Public Representatives Assembled to Provide Input on Design Alternatives for the North Spokane Corridor Project <i>October 2000 – November 2001</i></li> <li>Open House for I-90, Chief Garry, and East Central Neighborhoods <i>November 29, 2000</i></li> <li>Value Engineering Studies               <ul style="list-style-type: none"> <li>a) Sprague Avenue to Spokane River – <i>September 1999</i></li> <li>b) Construction/Implementation of Facility – <i>August 2001</i></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Update Environmental Discipline Studies Associated with FEIS “Preferred Alternative” Refinements <i>January 2001 – May 2002</i></li> <li>Review of Environmental Impacts Associated with FEIS “Preferred Alternative” Refinements <i>November 2001 – September 2002</i></li> <li>Development of Appropriate Documentation Under Federal Environmental Guidelines <i>November 2000 – December 2002</i></li> </ul>	<ul style="list-style-type: none"> <li>Continue to Present Preliminary Designs to the Public through Open Houses, Neighborhood and Group Meetings <i>October 2000 – April 2003</i></li> <li>Proposed Preferred Alternative Complete – <i>November 2001</i></li> <li>Public Involvement (On-Going)               <ul style="list-style-type: none"> <li>a) Newsletters</li> <li>b) Web Site</li> <li>c) Open Houses</li> <li>d) Design Advisory Group Meeting</li> <li>e) Presentations at Local Community Meetings</li> <li>f) Individual and Group Meetings</li> <li>g) Comment Forms</li> </ul> </li> <li>Design and Limited Access Hearing – <i>October 2002</i></li> <li>Approval of Design and Limited Access Plans – <i>April/May 2003</i></li> </ul>





# US 395 North Spokane Corridor Construction Sequence

Completion time 10 to 20 years dependent upon funding

## Section 1 Hawthorne to US 2

- **Project Length** 1.72 Miles.
- **Paved Roadway** Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between Hawthorne and US 2.
- **Interchange Construction** Construct the Northbound on and Southbound off loop-ramps for the Parksmith Interchange. Construct the US 2 Interchange.
- **Construction Schedule:** Start August 22, 2001.

## Section 2 US 2 to US 395 Wandermere

- **Project Length** 1.71 Miles.
- **Paved Roadway** Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between US 2 and US 395.
- **Interchange Construction** Construct the Wandermere and Farwell/US 2 Interchanges.
- **Realign** The existing Shady Slope roadway to include modifications to US 2.
- **Grading** From Gerlach to Hawthorne, constructing the North and South alignments to subgrade only.

## Section 3 Spokane River to Francis

- **Project Length** 2.75 Miles.
- **Realign** The BNSF Railroad tracks at Illinois and between Garland and Francis.
- **Intersection Reconstruction** At the intersection of Market/Greene & Illinois.
- **Existing Street Improvements** At Wellesley and Francis.

## Section 4 Francis to Hawthorne

- **Project Length** 2.75 Miles.
- **Paved Roadway:** Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between Francis and Hawthorne.
- **Interchange Construction** Complete the Parksmith Interchange and construct the Northbound on and Southbound off ramps of the Freya Interchange.
- **Existing Street Improvements** Along Freya between Francis and Lincoln.
- **Grading** From the Spokane River to Gerlach, construct the North and South alignments to subgrade only.

## Section 5 Trent Avenue to Francis

- **Project Length** 3.37 Miles.
- **Paved Roadway** Construct a four lane viaduct on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from Trent Ave. to the Spokane River.
- Construct a four lane divided highway on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from the Spokane River to Garland.
- Construct four lane divided highway two Northbound and two Southbound lanes from Garland to Francis.
- **Interchange Construction** Complete both the Wellesley and Freya Interchanges. Construct the Northbound on ramp for the Trent Ave. Interchange.

## Section 6 I-90 to Trent Avenue

- **Project Length** 0.85 Miles.
- **Paved Roadway** Construct a four lane viaduct on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from Main to Trent Ave.
- **Interchange Construction** Construct the Southbound off ramp for the Trent Ave. Interchange.

## Section 7 Collector/Distributor System

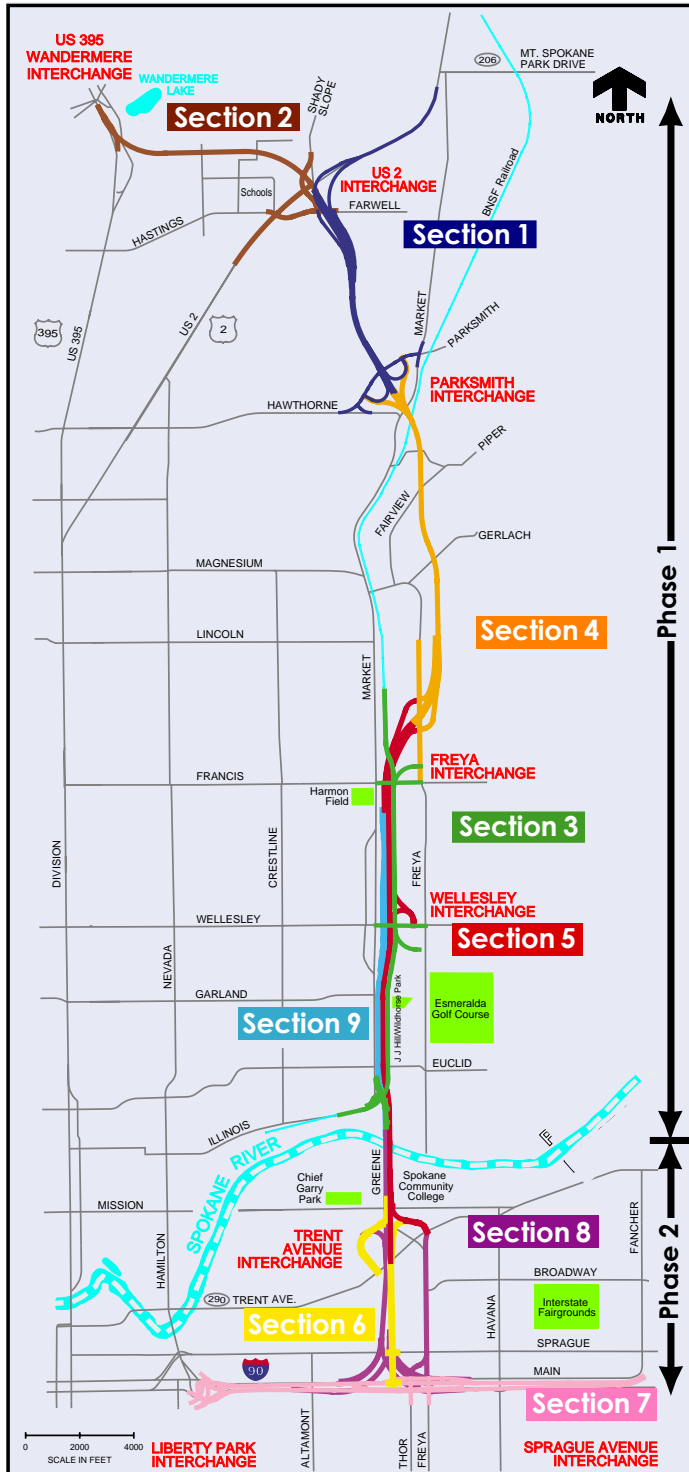
- **Project Length** 3.32 Miles.
- **Paved Roadway** Construct the Collector/Distributor System along I-90 between the Liberty Park Interchange and the Sprague Ave. Interchange. This work includes local access improvements and the construction of an overcrossing for the future Thor/Freya Couplet.

## Section 8 I-90 to the Spokane River Access Connection

- **Project Length** 1.66 Miles.
- **Paved Roadway** Construct a four lane viaduct on the corridor's West half, (Southbound lanes) to accommodate Southbound traffic from Main to the Spokane River. This work will include local access improvements along Freya, from I-90 to Trent Ave..
- **Interchange Construction** Construct Interchange ramp connections for the Collector/Distributor along I-90.

## Section 9 Spokane River to US 2

- **Project Length** 7.03 Miles.
- **Paved Roadway** Pave the corridor's previously prepared subgrade, on the West half, (Southbound lanes) from the Spokane River to Francis. Also pave the General Propose/ High Occupancy Vehicle Lanes from Spokane River to US 2.



The Limited Access and Right of Way Plans will be developed in two major phases:

**Phase 1 Spokane River North** This phase will establish a limited access corridor between the Spokane River and US 395 at Wandermere.

**Phase 2 Spokane River South** This phase extends the limited access corridor south from the Spokane River to I-90 and constructs a Collector/Distributor (C/D) System along I-90 between the Liberty Park and Sprague Avenue Interchanges; completing the overall transportation facility.



Washington State Department of Transportation

8-9-01

PRELIMINARY SUBJECT TO REVISION



# US 395 / North Spokane Corridor

Spokane Community College

Looking Northwest from Campus Parking Lot Near Mission Avenue



*The proposed design presented is a conceptual or theoretical design based on preliminary design data. A noise wall will be constructed on the west edge of the elevated structure in the area of Spokane Community College and the Chief Garry Neighborhood; exact location of this wall has not yet been determined.*

*Final engineering design is possible only after final alignments, grades, safety, environmental concerns, economics, and input from public meetings and other interests are evaluated and the optimum design is established.*

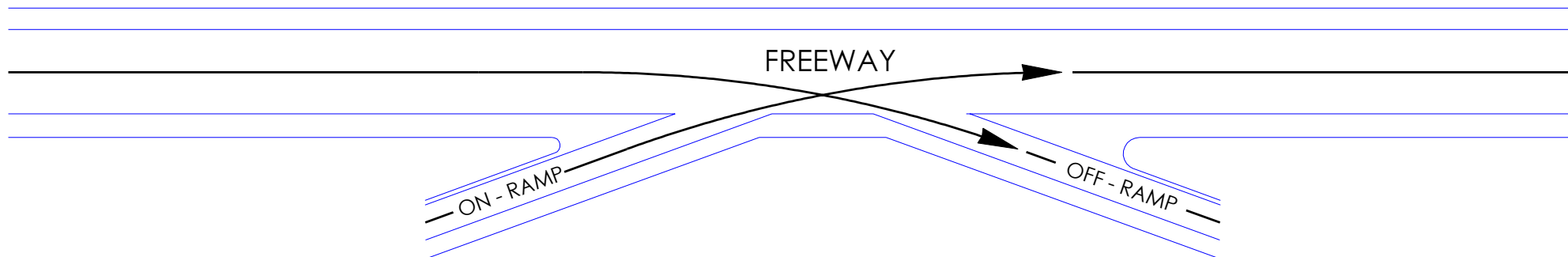




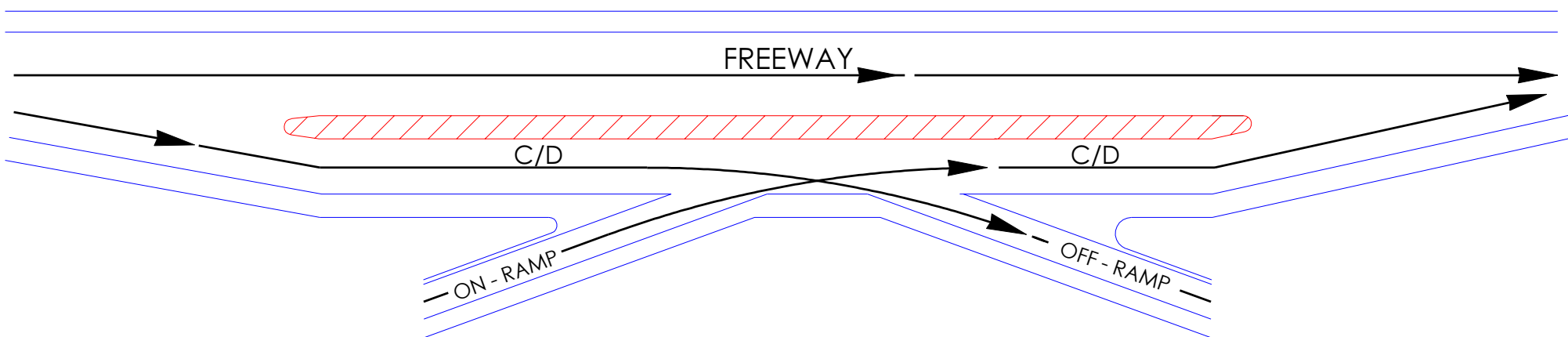
# US 395 North Spokane Corridor

## Why a Collector/Distributor?

A Collector/Distributor (C/D) is a limited access parallel roadway that reduces the number of freeway entrances and exits for the purpose of removing weaving between the entering and exiting of local traffic.



Weaving movements occur on the freeway, impacting the flow of the freeway traffic.



Weaving movements occur on the Collector/Distributor improving the flow of the freeway traffic.





## TRENT AVENUE INTERCHANGE ALTERNATIVE





**Subject To Revision**

**1997 FINAL SUPPLEMENTAL ENVIRONMENTAL  
IMPACT STATEMENT PREFERRED ALTERNATIVE**



**Washington State  
Department of Transportation**

11/29/00